



Douglas M. Duncan, Montgomery County Executive

THE PLAN AHEAD

Arthur Holmes, Jr., Director, Department of Public Works & Transportation (DPWT)

Capital Development

April 2006

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Division of Capital Development**

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The Plan Ahead is a project newsletter published by the Department of Public Works & Transportation (DPWT)

CONSTRUCTION NOTIFICATION START DATE: APRIL 20, 2006

BETHESDA AVENUE/WOODMONT AVENUE PEDESTRIAN BUMP-OUT & BIKE LANES

PURPOSE

The purpose of this newsletter is to share with you the upcoming construction for the Bethesda Avenue/Woodmont Avenue intersection (See illustration on page 2).

BACKGROUND

The 1994 Bethesda Central Business District (CBD) Sector Plan recommends that specific bikeway connections and pedestrian access improvements be provided to increase employment capacity. Department of Public Works and Transportation's (DPWT) Bethesda Bikeway and

of pedestrian countdown traffic signal heads.

On April 20, 2006, construction will begin at *Woodmont Avenue and Bethesda Avenue Intersection for a pedestrian bump-out and Bike Lanes (Class II) between Bethesda Avenue and Edgemoor Lane.*



Please obey flaggers, as they are on the roads to protect both you and workers.

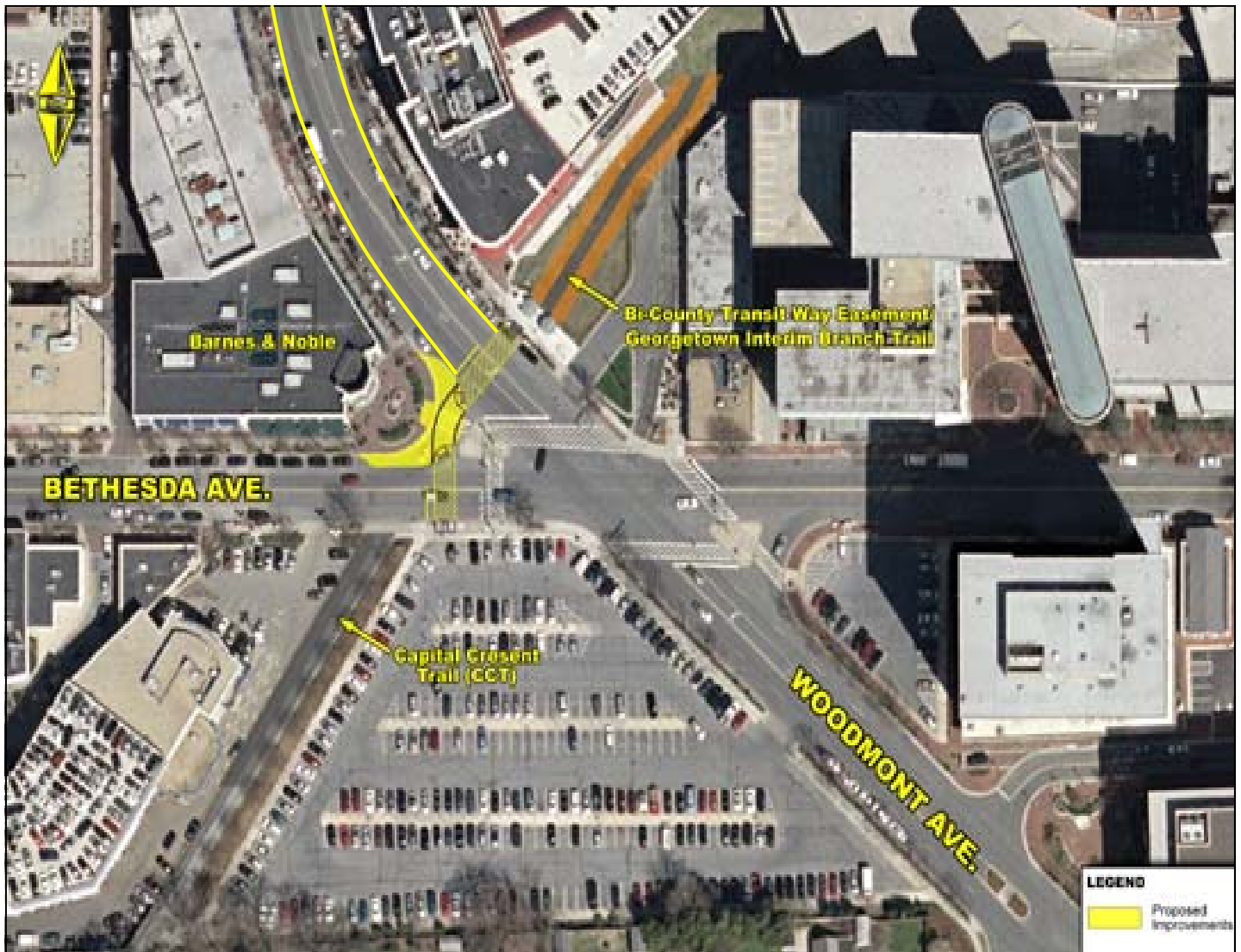
After completing improvements at the Bethesda/Woodmont Avenue intersection, construction will promptly begin along *Norfolk Avenue from Woodmont Avenue to Rugby Avenue for pedestrian bump-outs.*

Pedestrian Facilities Capital Improvements Program (CIP 500119) project was initiated to plan, design and construct continuity to the County's overall bikeway network, enhance pedestrian circulation, and improve transportation deficiencies at key intersections.

In December 2004, *Montgomery Lane and Woodmont Avenue* was completed for an intersection bump-out and the installation

Since the inception of the Bethesda Bikeways and Pedestrian Facilities, newsletters have been distributed and public meetings have been held to solicit the public's comments regarding the proposed improvements.

On October 27, 2005 a Public Hearing was held before the County's Hearing Examiner whereby the public was invited to offer



formal testimony. On February 16, 2006, the Executive Order was approved to release funds to begin construction. Accordingly, DPWT is informing you of the pending construction.

BETHESDA AVENUE/WOODMONT AVENUE INTERSECTION IMPROVEMENTS

Construction of the bump-out at the Bethesda and Woodmont Avenues intersection provides the following pedestrian/cyclist safety design elements:

- Removal of the hot right turn from southbound Woodmont Avenue to westbound Bethesda Avenue;
- Realignment and widening of crosswalks to reduce the pavement width crossing;
- Bump out curb lines to decrease expansive pavement roadway width and decrease pedestrian crossing time and;

- Installation of “No Turn on Red” for southbound Woodmont Avenue traffic.

In addition to the bump-out installation, 5-foot on-road bike lanes will be installed along southbound Woodmont Avenue from Bethesda Avenue to Edgemoor Lane and along northbound Woodmont Avenue from Bethesda Avenue to Hampden Lane. The purpose of bike lanes is provide access to the Metro and to enable people to take up cycling as a safe and efficient form of transport, as well as an enjoyable recreational activity. This results in a healthier community and one that is less dependent on motor vehicle transport.



On-road bike lanes allow motorists and bicyclists to mutually and safely share the road.

Bike lanes are used to delineate road space for preferential use of bicyclists and to provide for more predictable on-road movements. In Maryland, bicycles are legally vehicles, and bicyclists are required to obey the same "rules of the road" that motor vehicle drivers do.

CONSTRUCTION

Construction is scheduled to begin on or about Thursday, April 20, 2006, weather permitting, and may take approximately five (5) weeks.

Construction will occur Monday through Friday between the hours of 7:00 AM and 5:00 PM, with occasional Saturday work to make up for weather delays. Throughout the construction process, a full-time County representative will be present on the job site during hours of construction. In addition to overseeing the construction progress and monitoring the work zone for pedestrian and traffic safety, the County representative will be available to answer questions that you may have about the project.



CONSTRUCTION IMPACTS

As a result of the construction, parking will be prohibited **ALL DAY** on the **WEST SIDE** of Woodmont Avenue from Bethesda Avenue to Elm Street as well as few additional spaces along the north side of Bethesda Avenue at Woodmont Avenue from April 20 through May 12, 2006 as the traffic signal pole is relocated.

After the traffic signal is relocated, construction on the new bump-out will begin whereby parking will be restricted only between 6:00 AM and 6:00 PM.

The parking restrictions will be strictly enforced and any vehicle parked in these designated spaces, where parking meters are bagged, will be towed at owner's expense.

FREQUENTLY ASKED QUESTIONS

Q: Who receives this newsletter?

This newsletter is mailed to those citizens and businesses adjacent to the project, whose names appear on the County's Geographical Information System's (GIS) data base. We apologize if you did not receive a newsletter. Please contact Ms. Marsha Wheeler-Christ at 240-777-6174 to have your name added to the Bethesda Bikeways and Pedestrian Facilities project mailing list.

Q: Why not have construction during the night, in this manner there will be little disruption to businesses?

While nighttime construction minimizes impacts on local businesses and the traveling public, it does however introduce its own unique and significant challenges.

Nighttime construction is more disruptive to adjacent residents due to the noise levels and it increases the length of construction to twice to that of daytime construction. Furthermore, construction would be more expensive to adjust for crews who must work during non-business hours and asphalt/concrete plants are not always willing to adjust their schedules to complete overnight work. Finally, the combination of darkness, driver inattentiveness, fatigue and poor visibility conditions can create an environment that is more hazardous and decrease construction productivity. For all of these reasons, nighttime construction was not considered.

Q: Who do I contact with questions or comments about the construction that will be underway?

During construction, should you have any questions or concerns please refer to the table below for contact information.

Questions About	Contact	Phone #
Inspector on Site	Gary Arvin	301-807-0822
Construction Activities	Rick Holly	240-876-1195
Traffic Control	Pat Bradley	240-777-2190
Project Design	Aruna Miller	240-777-7194



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For alternative formats of this newsletter, please contact the Division of Capital Development at 240-777-7223.



More Questions? Contact the Project Manager

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Division of Capital Development

The Division of Capital Development (DCD) is responsible for planning, engineering, and constructing Montgomery County's infrastructure to the highest safety and performance standards possible while paying close attention to citizen's input, environmental



Bruce Johnston, Chief

and economic concerns. Today, DCD is responsible for more than 2,000 miles of primary and secondary roads and more than 253 bridges. DCD employs over 100 staff members, with varying skills and backgrounds. DCD has three main sections: Planning, Design and Construction.

Thanks for your Patience!

The Montgomery County Department of Public Works and Transportation apologizes in advance of any inconvenience or disruption this pending construction may cause.

We appreciate your cooperation and patience during this time as we bring improvements to your community.